

NINETY DAY CHECK

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, ATC
FAIRFIELD-SUISUN AAB, CALIFORNIA

PRECISION LOW APPROACH CHECK

PILOT GARDNER, JACK DATE 4/8/45
RANGE DEA TIME 2:30
TYPE AIRCRAFT _____ GRADE 77

WEATHER: CAVU SMOOTH

	Value	Tolerance Allowed	ALTITUDES Prescribed	Flown	Grade
1. Initial approach altitude	2	100	5000	OK	2
Beam bracketing and holding		3 Erkts			
2. Initial approach heading	-1 2	10°	Too many		1
3. Detected station, initial	4		:35 55'		4
4. Rate of descent	2	200'/Min	500	600	2
5. Altitude prior to turn	2	50'	3000	3050	2
6. Airspeed	(2)	5 MPH	140	150 155	0
7. Procedure turn headings	2	5°	164 245	OK	2
8. Altitude procedure turn	-1 2	50'	3000	2900	1
9. Airspeed during turn	(2)	5 MPH	140	130 140	0
10. Rate of descent	-1 2	200'/Min	500	500	1
11. Altitude, return to station	5	0'	—		5
Bracketing and riding beam		3 Brkts			
12. Return to station heading	(5)	52 EG	WENT THROUGH IN 1 MIN.		0
13. Airspeed	(2)	5 MPH	140	150	0
14. Detected station, final	-0 8		500		4
15. Altitude over station	-2 8	0'	1000	980	6
16. Rate of descent	4	100'/Min	500	OK	4
17. Airspeed	24	5 MPH	140	164	2
18. Heading, station to field	28	5°	210°	218	6
19. Timing, station to field	28	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	OK	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	-4 8	SIGNALS			4

REMARKS: NO FLAPS OR GEAR UNTIL PROCEDURE TURN,
OVER SHOT LEG BADLY ON PRO TURN SEE
PLATE.

6. Airspeed	(2)	5 MPH	140	150 155	0
7. Procedure turn headings	2	5°	165/245	01C	2
8. Altitude procedure turn	-1 2	50'	3000	2900	1
9. Airspeed during turn	(2)	5 MPH	140	130 140	0
10. Rate of descent	-1 2	200'/Min	500	500	1
11. Altitude, return to station	5	0'	—		5
Bracketing and riding beam	(5)	3 Brkts	WENT THROUGH IN 1 MIN.		
12. Return to station heading		52 DEG			0
13. Airspeed	(2)	5 MPH	140	150	0
14. Detected station, final	-0 8			500.	4
15. Altitude over station	-2 8	0'	3000	980	6
16. Rate of descent	4	100'/Min	500	OK	4
17. Airspeed	24	5 MPH	140	164	2
18. Heading, station to field	28	5°	200°	218	6
19. Timing, station to field	28	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	01C	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	-4 8		SIGNALS 7		4

REMARKS: NO FLAPS OR GEAR UNTIL PROCEDURE TURN, OVER SHOT LEG BADLY ON PRO. TURN SEE PLATE.

FORM #38

CHECK PILOT

ADF PRECISION LET DOWN

	Value	Tolerance Allowed	Altitudes Prescribed	Flown	Grade
1. Initial Approach Altitude	②	100'	3000	2900	0
2. Initial Approach Heading	②				0
3. Detected Station, Initial	2	10			2
4. Outbound Heading	3		315°		3
5. Altitude Prior to Turn	-③	50'	3000	3200	0
6. Airspeed	-③	5 MPH	100	150 147	0
7. Time to Turn	4			01K	4
8. Procedure Turn Headings	3	50	0° 180°	0°	3
9. Altitude, Procedure Turn	③	50'	3000	3100	0
10. Airspeed During Turn	③	5 MPH	100	125 155	0
11. Rate of Descent	3	200'/Min	500	500	3
12. Altitude, Return to Station	⑤	50'	2500	3000	0
13. Heading, Return to Station	5		01K		5
14. Airspeed	③	5 MPH	140	140 155	0
15. Detected Station, Intermediate	②				2
16. Altitude Over Station	⑤	50'	2500	3000	0
17. Rate of Descent	4	100'/Min	500	16000	4
18. Airspeed	4	5 MPH	140	145	4
19. Out Bound Heading	4		120	FAIR	4
20. Time to Turn	-25			FAIR	3
21. Inbound Heading	5		285°	01K	5
22. Detected Station, Final	5			01K	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			01K	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	-23				1

27. Knowledge of Procedure								
Tolson: Approved 11-18-2000 No FLAPS OR GEAR malfunction OVER FLD								

4. Outbound Heading	3		315	3200	0
5. Altitude Prior to Turn	-③	50'	3000	150	0
6. Airspeed	-③	5 MPH	100	147	0
7. Time to Turn	4			01K	4
8. Procedure Turn Headings	3	50°	0° 180°	0°	3
9. Altitude, Procedure Turn	③	50'	3000	3100	0
10. Airspeed During Turn	③	5 MPH	100	155	0
11. Rate of Descent	3	200'/Min	500	500	3
12. Altitude, Return to Station	⑤	50'	2500	3000	0
13. Heading, Return to Station	5		01K		5
14. Airspeed	③	5 MPH	140	140 155	0
15. Detected Station, Intermediate	①-3				2
16. Altitude Over Station	⑤	50'	2500	3000	0
17. Rate of Descent	4	100'/Min	500	16000	4
18. Airspeed	4	5 MPH	140	145	4
19. Out Bound Heading	4		120	FAIR	4
20. Time to Turn	-25			FAIR	3
21. Inbound Heading	5		285°	01K	5
22. Detected Station, Final	5			01K	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			01K	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	-23				1

INITIAL APPROACH VERY LOW. NO FLAPS OR GEAR UNTIL OVER FLD.
 NO CRUISE UNTIL LOW CONE. TECHNIQUE NOT SATISFACTORY UNDER
 BEST. INST CONDITIONS.

Ralph C. Henry
 CHECK PILOT

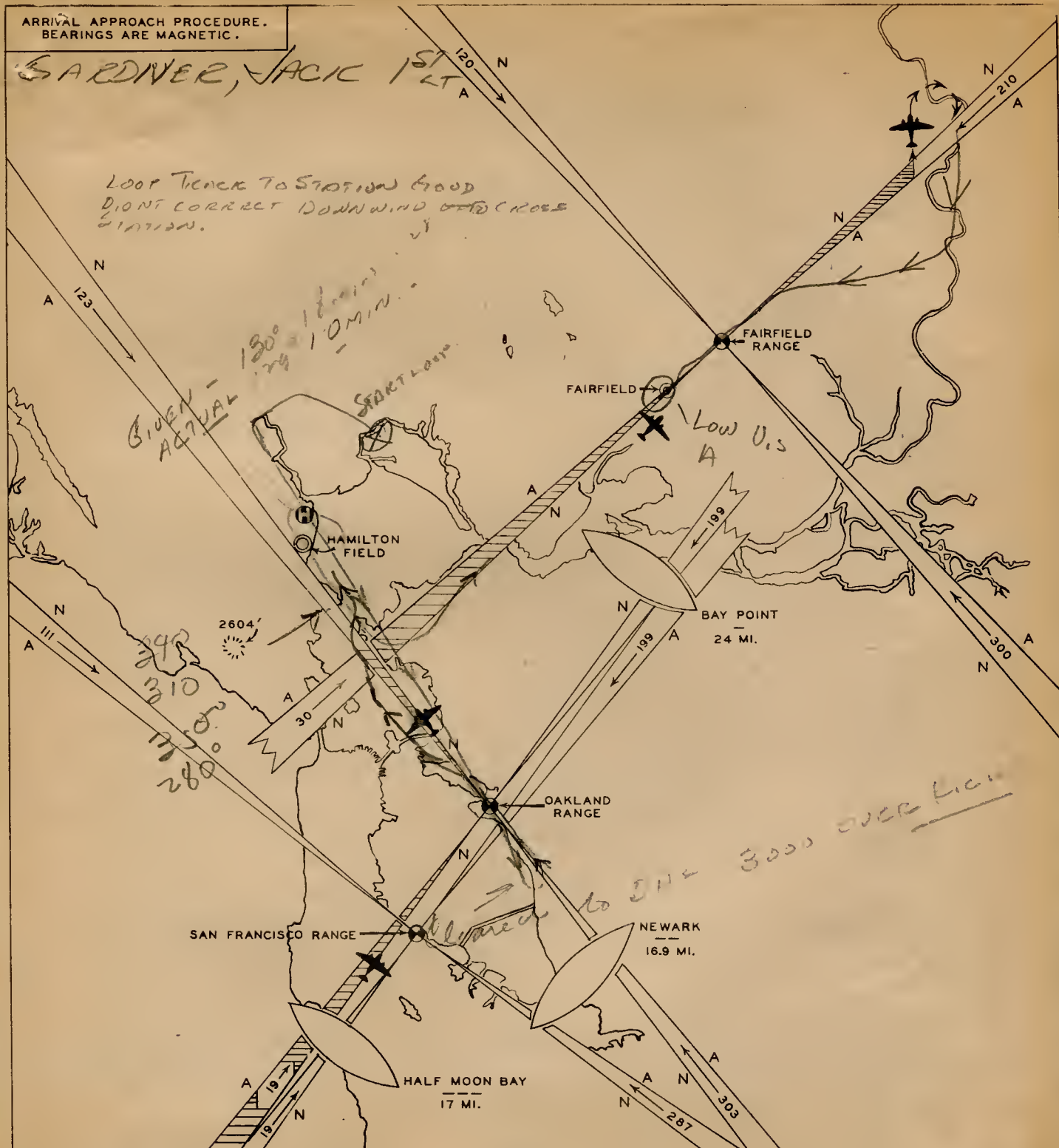
ARRIVAL APPROACH PROCEDURE.
BEARINGS ARE MAGNETIC.

SARDNER, JACK 1ST LT

*LOOP TRACK TO STATION GOOD
DIDNT CORRECT DOWNWIND OF CROSS
STATION.*

*GIVEN - 180° 10 min.
ACTUAL - 179° 10 min.*

START LOOP



STATION	RANGE		TOWER FREQ.
	IDENT.	FREQ.	
SAN FRANCISCO	SF	227 KC.	269 KC.
OAKLAND	OA	335 KC.	278 KC.
FAIRFIELD	DFA	248 KC.	272 KC.
HAMILTON	DHF	528 KC.	219 KC.

HAMILTON FIELD LINK TRAINER DEPT.

1/26/45

1504TH AAF L-SE UNIT
WEST COAST WING, PACIFIC DIVISION, AEC
FALFIELD-SUTHERLAND, CALIFORNIA

FINAL REPORTS - PILOTS

4/8/45
DATE

PILOT

GARDNER JACIC

RANK

1ST LT

ASN

	Instructor's Grade	Check Pilot's Grade
1. Visual inspection and cockpit check.		B
2. Starting, taxi, and run-up.		B+
3. Take-off and climb.		C
4. Approach and landings. One or more engines inoperative.		C+
5. Approach and land.		—
6. Complete Instrument Check (AAF 50-3)		
a. General Airwork		B
b. Instrument Take-off or ^{Ceiling} Take-off		B-
c. ADF Let Down		D
d. Loop orientation		C
e. Range orientation and let down		D
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B+
10. Radio Navig., Radio Fixes.		B+
		D

FINAL GRADE

REMARKS:

INSTR. TO SLOW DOWN SPEED, PULLED SHUT OFF
TOO SOON. APPROACHES (LANDING) DIDN'T CONFORM WITH STANDARD
DID NOT PLAN AHEAD ON EITHER. LET DOWN
LOW VIS. APPROACH POOR. JUST WASN'T USING
OLD GREY MATTER ON THIS CHECK.

RECOMMENDATIONS:

COMPLETE RECHECK AS SOON AS POSSIBLE.

INSTRUCTOR

CHECK PILOT

Ralph C. Henry
Capt A.C.

GRADES:

A - Above average
B - Average

C - Below Average
D - Unsatisfactory

2. Starting, Taxi, and run-up.		B+
3. Take-off and climb.		C
4. Approach and landings. One or more engines inoperative.		C+
5. Approach and land.		—
6. Complete Instrument Check (IAF 50-3)		
a. General Airwork		B
b. Instrument Take-off or Take-off ^{Ceiling}		B-
c. ADF Let Down		D
d. Loop orientation		C
Range orientation and let down		
e. Precision check).		D
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B+
10. Radio Navig., Radio Fixes.		B+
		D

FINAL GRADE

REMARKS: *Too low. 2000 ft/min speed. 1000 ft/min too soon. APPROACHES (LANDING) DON'T CONFORM WITH STANDARD. DID NOT PLAN AHEAD ON EITHER. LET DOWN LOW. VIS. APPROACH POOR. JUST WASN'T USING OLD GIZZY MATTER ON THIS CHECK.*

RECOMMENDATIONS: *COMPLETE RECHECK AS SOON AS POSSIBLE.*

INSTRUCTOR _____ CHECK PILOT *Philip A. Henry*

Chas. C. C.

GRADES:

- A - Above average
- B - Average
- C - Below Average
- D - Unsatisfactory

FORM #37